

# "JULIET, WOULD YOU GO BACK TO KLEIST?" "NO!"

Girl's Positive Reply Follows Father's Statement: "I'm Willing."

## MORE LETTERS TELL OF GREAT DEVOTION

The climax in yesterday's session of the trial of Max Fred Kleist's suit for \$250,000 against Edward N. Breitung, banker, and his wife, for alleged alienation of the affections of their daughter, Juliet Breitung, who was married secretly to Kleist, came late in the afternoon.

"Mr. Breitung, are you entirely willing that your daughter should go to live with Kleist?" asked E. C. Crowley, attorney for the plaintiff.

"I am entirely willing," answered Mr. Breitung, "if she wants to go."

Crowley looked for a moment at the witness whom he was examining, and then stepped forward in front of the jury box and bent over Kleist.

"Kleist," he asked, "are you willing to take your wife back?"

"Yes," came the answer distinctly from the young man.

Crowley stepped back, glanced at Judge Hand, who was eying him curiously, and turned until he faced Juliet Breitung Kleist. He swung his left arm toward her and asked:

"And you? Are you willing to go back to your husband?"

In a quick, nervous voice, the girl retorted:

"I certainly am not willing to go back to him."

She sank back in her chair, turned and smiled to her mother, sitting beside her, with a look of triumph. The judge looked quietly at the jurors who smiled and the spectators breathed again. Crowley bowed and turned to resume questioning Mr. Breitung.

## More Letters Read.

The incident, which lasted less than a minute, stands out as the big dramatic feature of the trial. It stands out in contrast with the letters the girl wrote to Kleist after the fact of their marriage had become known to her parents and they, astonished, were seeking legal means of keeping them apart.

These letters, read yesterday, differ from those read the previous day, for they reveal not only the great love which the young girl felt for the young man, but her efforts to get him to understand that though she had written him a letter saying she did not care for him any more, she was trying to deceive her parents, and that what she was going to do was to fight him to a win the approval of her parents.

The couple were separated when the letters were read. Kleist had been told by the girl in the presence of her parents, according to Kleist, that she did not care for him in the way she had, within a few days, written him a letter, dated December 11, 1913, addressed to "Dearest Max," saying:

"I am writing this letter because I love you and that you are the only one I want to tell any one or let on in any way that you know what I am going to write you in this letter."

## Kept Secret by Court.

These facts, however, were kept from the jury by a ruling of the judge because they do not bear on the attitude of the girl toward her husband.

"I am writing this letter because I love you and that you are the only one I want to tell any one or let on in any way that you know what I am going to write you in this letter," she wrote, and that what she was going to do was to fight him to a win the approval of her parents.

There is another break in the letter by the judge's order and then she says: "I thought that after you had thought it all over you would see that I still cared for you. You don't seem to have thought of it. You know that I love you and I could not stop loving you any more than I could stop believing in God."

After telling him that "whatever you do not will make any difference with my happiness for life," she says: "When I write I will write cold letters. When you write or see me don't give me away, please. My heart is aching, my heart is aching, my heart is aching. You have my life in your hands. Lovingly, Juliet."

The next day without any knowledge of the parties, the judge let him another letter to tell him important things she had forgotten the day before. In this letter she wrote:

"You must know that getting married the way we did was foolish, but the way I arranged what we should do after we were married was still more foolish. If that Sir, I married you I had gone to Michigan and you could have given me some place to live, either your home or somewhere else, and also if you had a job and we had left under those circumstances, no one could have done anything about it, but, you see, the way things were when it came out that we were married made it impossible for me to have done anything else except what I did. It may not be right for me to have told all this, but my heart was breaking. I had to. Lovingly, Juliet."

## Refers to "Awful Mistake."

On December 13, the next day, she wrote him her "last letter of this kind." She is still afraid that Kleist does not understand her love, and that "I have been fighting to save you from a worse trouble than what you have gotten yourself into."

The letter then starts out to "make things clear to him, but the judge interrupted again. Continuing the letter she wrote:

"As through this affair I would stick by you as long as I did, I have brought in my body, only what was pulling me was that I saw you could not see the hints I was giving you about the future. So please try and see it was all for you I treated you so badly."

Then she adds further on, "I would like to know whether you have received these three letters. I have written you so often when you write next time start with 'Juliet dear,' and I will know that you are not at all. So begin by writing me the letter that way for once and I will know."

After another break she continues:

Continued on Last Page.

# Goes to Lambs Club to End His Life by Cuts With a Razor

Stephen Cremin in Note Asks That His Ashes Be Scattered From Roof.

Stephen E. Cremin, 45, travelling salesman of 90 Worth street, committed suicide by cutting his throat and wrist with a razor at the Lambs Club in West Forty-fourth street last night. In an open letter, evidently written just before his act, Cremin requested that his ashes be scattered from the roof of the Lambs Club.

Although a member of the Lambs he did not live in the clubhouse. His home was at 169 East Seventy-first street. Cremin was also a member of the Larchmont Yacht Club and of the New York Athletic Club.

Cremin dropped into the Lambs Club about 5 o'clock yesterday afternoon. He was subject to periodical fits of depression, but he seemed in good spirits yesterday and chatted with several of his fellow members. Later he asked for a room and said he wanted to lie down. At 8 o'clock his groans attracted the attention of the hallboys, who summoned a doctor.

Cremin died at 9:30. Although the cut in his throat was superficial, according to Dr. Oscar Leiser and Dr. Frank Yeoman, who worked more than an hour to save him, loss of blood from the severed vein was fatal.

Cremin lay across the bed when the hallboys forced their way into the room. His coat and vest were off and the following letter lay open on the bureau:

I am tired and have decided to go. I prefer to be cremated. After the ashes are swept up it is my desire that they be thrown to the winds from the roof of the Lambs Club.

I would like Father Lavelle and Dr. Houghton of the Little Church Around the Corner at the funeral services. I would like my dear friend William L. Kays, who is willing to say a few words. He tells the truth, but I hope he won't tell it about me.

Neil, the son of Adelaide, and tell George Loft to appoint Bill to West Point. I have always loved music and if my friend Frank Croton could compose my funeral march, I would like it. I will thank him. I would ask Dr. Barrett to end the ceremony by singing the song, which is a remarkable hymn, of his own composition, "Hail All." Any bills I may owe will be honored if addressed to the Messrs. M. C. D. Borden & Sons, 90 Worth street, New York city.

Forgive me, fellow Lambs.

Steve.

It was said at the Lambs Club that the note referred to in the letter in Cremin's last wish, with whom he lived, and that Adelaide and Bill are his children. He was connected with the firm of M. C. D. Borden & Sons, mentioned in the letter.

Cremin's home was located at Delmonico's, and went at once to the Lambs Club. He was assisted by Detective Thomas J. Weber of the Second Branch in locating the relatives of Cremin.

## SUICIDE IN TAXICAB.

Student Kills Himself as He Goes to Call on Girl.

Otto L. Buriche, 28, who arrived in New York from Buenos Ayres ten days ago on his way to enter the University of Pennsylvania, shot and killed himself with a revolver in a taxicab in front of 421 Third street, Brooklyn, last evening.

Miss Helen F. Laing of Rockport, Canada, who is visiting Mrs. A. G. Reynolds at 621 Third street, made the trip from Buenos Ayres on the steamer that brought Buriche, and they became well acquainted. She saw him last on Wednesday afternoon, when he made an engagement to call last evening. She was waiting for him when the taxicab drove up and stopped, and the revolver was fired.

## WIFE TO PAY HIM ALIMONY.

She Gets Divorce and Business, Which She Will Run.

CHICAGO, Feb. 11.—Wendell Fischer, 2118 Lincoln avenue, will get \$10,000 a month "alimony" from his former wife, Lena Fischer, to whom a decree of divorce was granted by Judge Pofft today.

Mrs. Fischer testified that her husband was incapable of handling business affairs and asked that she be permitted to run their bakery herself.

The two will occupy separate apartments at the Lincoln avenue address and the \$25 "alimony" will be paid out of the income from the business, which will be managed by Mrs. Fischer.

## MICHIGAN BARS SUFFRAGE.

Bill is Drawn, but Constitution Prevents Legislation.

LANSING, Mich., Feb. 11.—Woman suffrage will not be an issue during the present session of the Legislature unless its adherents can find some way to circumvent the constitution.

A bill drawn at the request of a suffrage club was patterned after the Illinois statute, but before introducing it Representative John W. Davis of the measure carefully. He announced today that it was impossible to draft such a bill under the Michigan Constitution, even the Supreme Court of Michigan declared a similar act unconstitutional.

## FRANCE IMITATES DANIELS.

"Left" and "Right" Now Instead of "Port" and "Starboard."

Special Cable Dispatch to The Sun.

PARIS, Feb. 11.—Following the example of Secretary Daniels of the American navy, the French Ministry of Marine has issued a decree formally abolishing the use of the nautical terms "starboard" and "tribord" (port and starboard), which have hitherto been used on warships and in the mercantile marine. The words to be used in future are "left" and "right."

# THREATS OF U. S. EMPTY WORDS, GERMAN VIEW

Newspapers Scoff at Indignation Felt Here at Blockade Decree.

## "EVERYBODY MUST TAKE CONSEQUENCES"

Special Cable Dispatch to The Sun.

AMSTERDAM, via London, Feb. 11.—German newspapers continue to scoff at the indignation expressed in neutral countries over the proclamation by Germany of the new naval policy against Great Britain. Count von Reventlow, the naval writer, says:

"We have always expected American protests and outbursts and we expect some even more vehement. The United States should understand clearly that indignation and threats are a mere waste of words."

"The military, political and economic results of our action have all been weighed. We can imagine no threat, no measure, on the part of the United States which is capable of intimidating Germany or of inducing her to modify her war against British trade."

"The German Government is fully conscious of all the possible consequences of its action and the German people stand united behind their Government. It may incidentally be questioned whether the people of the United States would do the same in all circumstances."

The *Hamburger Nachrichten* says: "Beginning on February 13 every body must take the consequences. The hate and envy of the whole world concern us not at all. If neutrals do not protect their flags against England they do not deserve Germany's respect."

## Dutch Flag Fired on by Submarine

British Vessel Dodges Torpedo Launched by German Warship.

Special Cable Dispatches to The Sun.

AMSTERDAM, Feb. 11.—The captain of the Holt Company's steamship *Laertes*, which reached Ymuiden today, reported that a German submarine, believed to have been the U-2, attacked her yesterday afternoon forty miles southwest of the Maas lightship, off the Dutch coast.

Capt. Prophet said his ship was not flying colors at the time. The submarine suddenly appeared ahead and ordered the *Laertes* to stop. Capt. Prophet ran up the Dutch flag and ordered full speed ahead, ignoring the submarine, which threatened with mitrailleuses, shot and fired the funnel and ventilator of the *Laertes*.

The German craft chased the steamship for forty-five minutes, but the *Laertes* got away with a quick speed. Toward the end of the chase the submarine launched a torpedo which passed near the *Laertes*. Capt. Prophet signalled his vessel to stop and the submarine, which was coming from Java, Capt. Prophet justified his use of the neutral flag by the necessity of protecting his merchant ships from the attacks of German submarines.

## GALE WHIPS SUBMARINES

Ten German Ships Put Into Norwegian Ports.

Special Cable Dispatch to The Sun.

LONDON, Feb. 11.—The Copenhagen correspondent of the *Daily News* telegraphs:

"During the recent gales ten German submarines entered Bergen, Stavanger and Tromsø in a terribly battered condition and were escorted by Norwegian patrol cruisers. The crews of the submarines were exhausted and several were ill in consequence of the privations they had suffered and their inability to sleep. They stayed two hours for rest and to repair the boats and then sailed."

## ASKS SHIP TO FLY U. S. FLAG.

American Makes Inquiry of the Lusitania's Owners.

Special Cable Dispatch to The Sun.

LONDON, Feb. 11.—Valder B. Paine, an American, prior to booking passage on the *Lusitania*, which sails on Saturday, wrote to the Cunard company asking if the Stars and Stripes would be flown as a notification that Americans could not be concealed, but a murderous submarine might hesitate to attack a ship with the American flag.

The chairman of the Cunard company replied, asserting the right of a British ship to fly the American flag at a meeting of representatives of various companies near Berlin, who adopted a suggestion that the Minister of the Interior allow all the surviving members of the crew to add the word "Emden" to their names.

## Sailors Take Emden's Name.

BERLIN, via London, Feb. 11.—A unique honor to the memory of the German cruiser *Emden*, which sailed today at a meeting of representatives of various companies near Berlin, who adopted a suggestion that the Minister of the Interior allow all the surviving members of the crew to add the word "Emden" to their names.

# U. S. IN VIGOROUS NOTE WARNS GERMANY TO KEEP HANDS OFF AMERICAN VESSELS; ALSO CAUTIONS BRITAIN TO RESPECT FLAG

## FULL TEXT OF U. S. NOTE TO GERMANY DEMANDING PROTECTION FOR SHIPS

THE Government of the United States having had its attention directed to the proclamation of the German Admiralty issued on February 4 that the waters surrounding Great Britain and Ireland, including the whole of the English Channel, are to be considered as comprised within the seat of war; that all enemy merchant vessels found in those waters after the 18th instant will be destroyed, although it may not always be possible to save crews and passengers; and that neutral vessels expose themselves to danger within this zone of war because, in view of the misuse of neutral flags said to have been ordered by the British Government on January 21 and of the contingencies of maritime warfare, it may not be possible always to exempt neutral vessels from attacks intended to strike the enemy ships, feels it to be its duty to call attention of the Imperial German Government, with sincere respect and the most friendly sentiments but very candidly and earnestly, to the very serious possibilities of the course of action apparently contemplated under that proclamation.

The Government of the United States views those possibilities with such grave concern that it feels it to be its privilege, and indeed its duty in the circumstances, to request the Imperial German Government to consider before action is taken the critical situation in respect of the relations between this country and Germany, which might arise were the policy foreshadowed in the Admiralty's proclamation to destroy any merchant vessel of the United States or cause the death of American citizens.

It is of course not necessary to remind the German Government that the sole right of a belligerent in dealing with neutral vessels on the high seas is limited to visit and search unless a blockade is proclaimed and effectively maintained, which this Government does not understand to be proposed in this case. To declare or exercise a right to attack and destroy any vessel entering a prescribed area of the high seas without first certainly determining its belligerent nationality and the contraband character of its cargo would be an act so unprecedented in naval warfare that this Government is reluctant to believe that the Imperial Government of Germany in this case contemplates it as possible.

The explanation that enemy ships are using neutral flags improperly can create no just presumption that all ships traversing a prescribed area are subject to the same suspicion. It is to determine exactly such questions that this Government understands the right of visit and search to have been recognized.

This Government has carefully noted the explanatory statement issued by the Imperial Government at the same time with the proclamation of the German Admiralty and takes this occasion to remind the Imperial German Government very respectfully that the Government of the United States is open to none of the criticisms for unilateral action to which the German Government believes the Governments of certain other neutral nations have laid themselves open; that the Government of the United States has not consented to or acquiesced in any measures which may have been taken by the other belligerent nations in the present war which operate to restrain neutral trade, but has on the contrary taken in all such matters a position which warrants it in holding those Governments responsible in the proper way for any untoward effects on American shipping which the accepted principles of international law do not justify; and that it therefore regards itself as free in the present instance to take with a clear conscience and upon accepted principles the position indicated in this note.

Would Threaten Friendship.

If the commanders of German vessels of war should act upon the presumption that the flag of the United States was not being used in good faith and should destroy on the high seas an American vessel or the lives of American citizens it would be difficult for the Government of the United States to view the act in other light than as an indefensible violation of neutral rights, which it would be very hard indeed to reconcile with the friendly relations now so happily existing between the two Governments.

If such a deplorable situation should arise the Imperial German Government can readily appreciate that the Government of the United States would be constrained to hold the Imperial German Government to a strict accountability of such acts of their naval authorities and take any steps it might be necessary to take to safeguard American lives and property and to secure to American citizens the full enjoyment of their acknowledged rights on the high seas.

The Government of the United States in view of these considerations, which it urges with the greatest respect and with the sincere purpose of making sure that no misunderstanding may arise, has no circumstance occur that might even cloud the interpretation of the two Governments, expresses the confident hope and expectation that the Imperial German Government can and will give assurance that American citizens and their vessels will not be molested by the naval forces of Germany otherwise than by visit and search, though their vessel may be traversing the sea area designated in the proclamation of the German Admiralty.

It is added for the information of the Imperial Government that representations have been made to his Britannic Majesty's Government in respect of the ungaranteed use of the American flag for the protection of British ships.

## AMERICAN NOTE TO GREAT BRITAIN

HERE is the note sent to Ambassador Page at London to be presented to the British Government:

The Department has been advised of the declaration of the German Admiralty on February 4 indicating that the British Government had on January 31 explicitly authorized the use of neutral flags on British merchant vessels, presumably for the purpose of avoiding recognition by German naval forces. The Department's attention also has been directed to reports in the press that the captain of the *Lusitania*, acting upon orders or information received from the British authorities, raised the American flag as his vessel approached the British coast, in order to escape anticipated attacks by German submarines. To-day's press reports also contain an alleged official statement of the Foreign Office defending the use of the flag of a neutral country by a belligerent vessel in order to escape capture or attack by an enemy.

Assuming that the foregoing reports are true, the Government of the United States, reserving for future consideration the legality and propriety of the deceptive use of the flag of a neutral Power in any case for the purpose of avoiding capture, desires very respectfully to point out to his Britannic Majesty's Government the serious consequences which may result to American vessels and American citizens if this practice is continued.

The occasional use of the flag of a neutral or an enemy under the stress of immediate pursuit and to deceive an approaching enemy, which appears by the press reports to be represented as the precedent and justification used to support this action, seems to this Government a very different thing from an explicit sanction by a belligerent Government for its merchant ships generally to fly the flag of a neutral Power within certain portions of the high seas which are presumed to be frequented with hostile warships. The formal declaration of such a policy of general misuse of a neutral's flag jeopardizes the vessels of the neutral visiting those waters in a peculiar degree by raising the presumption that they are of belligerent nationality, regardless of the flag which they may carry.

## Views Use With Solicitude.

In view of the announced purpose of the German Admiralty to engage in active naval operations in certain delimited sea areas adjacent to the coasts of Great Britain and Ireland, the Government of the United States would view with anxious solicitude any general use of the flag of the United States by British vessels traversing those waters. A policy, such as the one which his Majesty's Government is said to intend to adopt, would, if the declaration of the German Admiralty be put in force, it seems clear, afford no protection to British vessels, while it would be a serious and constant menace to the lives and vessels of American citizens.

The Government of the United States therefore trusts that his Majesty's Government will do all in its power to restrain vessels of British nationality from the use of the flag of the United States in the sea area defined in the German declaration, since such practice would greatly endanger the vessels of a friendly Power navigating those waters, and would even seem to impose upon the Government of Great Britain a measure of responsibility for the loss of American lives and vessels in case of an attack by a German naval force.

You will immediately press upon his Majesty's Government the grave concern which this Government feels in the circumstances in regard to the safety of American vessels and lives in the war zone declared by the German Admiralty.

You may add that this Government is making earnest representations to the German Government in regard to the danger to American vessels and citizens if the declaration of the German Admiralty is put into effect.

## TO RESIST AIR RAIDS.

Britain Has Formed No General Plan, Says Premier.

LONDON, Feb. 11.—Lord Charles Balfour, in the House of Commons today, asked the question of German sea and air raids on undefended towns and if the raiders would be treated as pirates. To this Premier Asquith replied:

"I am not prepared to make any general statement. Each case must be dealt with on its own merits."

## U. S. ENVOY'S MAIL HELD UP.

Dr. Van Dyke Complains of German Officers' Interference.

LONDON, Feb. 11.—A despatch from the Hague says Dr. Van Dyke, the American Minister to Holland and the Dutchy of Luxembourg, has called to the attention of the Government at Washington interference by German military officers with his diplomatic communications with Luxembourg.

The German military commander at Trier refused to allow Dr. Van Dyke's letters to pass because they bore the seal of the American Legation.

## Asks British Government to Restrain Ships From Use of Stars and Stripes

Any Destruction of Lives or Property in War Zone "Indefensible Violation of Neutrality"—England Partially to Blame for Loss Through Display of U. S. Colors.

WASHINGTON, Feb. 11.—The texts of the notes despatched by the United States to the Governments of Great Britain and Germany were made public here to-day and prove to be the most vigorous assertions of the rights of America as a neutral yet made by this Government.

The communication to Germany is considerably more severe in tone than had been generally anticipated. So strong are the representations Ambassador Gerard has been instructed to make to Germany with regard to her implied intentions as to neutral shipping in the new "war zone" that they virtually commit the United States to drastic action if disregarded at Berlin.

The United States declares that it will hold the German Government to a strict accountability for any act of its naval officers resulting in the destruction of bonafide American shipping or the loss of American life. Ambassador Gerard will assert that should a German naval officer act upon the assumption that the United States flag was merely a concealment of a vessel's identity and destroy an American vessel or American life on such an assumption the United States would view such an act as an indefensible violation of neutrality and not compatible with the continuance of friendly relations between the two Governments.

Therefore the United States asks if the German Government some assurance that Americans and their vessels will not be molested upon the high seas by German naval forces except through the exercise of the recognized right of visit and search. The right of Americans and their vessels to be exempted from any danger from German naval forces even within the limits of the war zone declared by Germany is vigorously asserted throughout the entire note. It is declared that the United States regards it as incredible that the German Government should really intend to carry on its operations in the manner indicated in the Admiralty proclamation and in the supplementary memorandum issued by the German Foreign Office.

Representations to Britain.

While these strong representations are made at Berlin, Ambassador Page, at London, on the other hand, is instructed to inform the British Foreign Office that the United States expects Great Britain to do all in her power to restrain British vessels from the deceptive use of the American flag in the German war zone. He will state further that the United States would hold Great Britain partially responsible if American shipping or American life be lost as a result of the encouragement of such use of the flag.

Ambassador Page also is instructed to inform the British Government of the representations being made to Germany regarding the Admiralty decree, while Ambassador Gerard is to notify the German Government that the United States is making representations regarding the unauthorized use of the American flag by British ships. The State Department regards the two matters as closely related to each other, especially as the German Government has cited as justification for its action an alleged secret order of Great Britain for its vessels to fly neutral flags in dangerous waters.

The note to Germany denies in a spirited manner, so far as the United States is concerned, the insinuations in the German statements that neutrals have been acquiescing in British acts hostile to Germany.

The two notes were despatched and made public simultaneously by the State Department for the purpose of establishing before the world the fact that the United States is merely endeavoring to maintain American rights in whatever quarter they may appear to be infringed upon. It is hoped to impress upon all parties to the conflict and their sympathizers the fact that this Government is observing the best neutrality and is anxious to check protest against an infringement upon its rights as a neutral by one side as by another. It is anticipated, however, in view of the severity of the German note—made necessary by the drastic nature of Germany's announced intention—that it will be followed in this country by renewed outbursts of hyphenated Americans against the present Administration.

No "Accidents" Recognized.

In quarters supposedly well informed as to the policies of the German Government there were further intimations today that American rights may expect to meet destruction in British waters if British vessels are found flying American flags. The note leaves absolutely no doubt as to the view the United States Government takes of such threats; its assertions make it unmistakably certain that this

## FRIENDLY, SAYS LONDON

Foreign Office Does Not Consider Note Hostile.

LONDON, Feb. 11.—The Foreign Office received to-day from the Washington Government the note referring to the use of neutral flags by British merchantmen. The text of the document is withheld, but it is declared to be of a friendly nature. An answer will be returned as soon as possible. It is understood that the note does not refer in direct terms to the *Lusitania* incident.

"The United States could do no less than address a note to Great Britain," says the *Evening Standard*. "The American Government can probably do no more. If neutrals actually suffer the blame will not lie with the nation which has a permissible excuse, but with the nation which ignores its plain duty in making sure what kind of a merchant ship it is against which the blow is directed."

"Our descent to guile is prompted simply by the desire to force Germany into some sort of decency and persuade her, if it is possible, by obvious means that a belligerent must not run amuck. Germany says she will not be persuaded. She intends to act like a madman. We shall see. America will also see."

## SAYS U. S. ACTION MAY SAVE THE WILHELMINA'S CARGO

The State Department has asked Great Britain to stay the prize court proceedings in the case of the cargo of the American steamer *Wilhelmina*, seized by the British authorities, pending further negotiations, according to a statement made last night by Norman R. Lindheim of Hays, Kaufmann & Lindheim, counsel for the W. T. Green Commission Company of St. Louis, owners of the *Wilhelmina's* cargo.

Meanwhile the lawyers are preparing for the use of the State Department a more complete set of papers with affidavits regarding the cargo and the